went with a Swedish friend, whose acquaintance I made on board, Bjorn-strom Steffanson of the Swedish Embassy Washington. We sought out the lady who had been recommended to my care, Mrs. Churchill Candee, who was returning from Paris to see her only son after an aeroplane accident.

We found her and I took her up on to the A deck to see how things were going. We found the engines stopped and the fficers and crew making preparations

The officers were assuring every one that there was no danger to life, but that ladies were to be put into the boats as a precautionary measure.

We continued our walk awhile and then I saw passengers coming up with life belts on. I got Mrs. Candee's tied on to her and then went off to my room and got on mine and brought away an extra one which I soon gave to some scared person who had none. Bjornstrom and I took Mrs. Candee up to the upper A deck where the boats were hung and we put her safely with a rug into the first boat, which gradually was filled with women and children and a few of the crew were put in, three I think, and a youth with a

"Not enough men were put into the first boats, really. We then bade her a cheery good-by and told her we should help he on board again later when the ship had steadied herself. She wanted us to come too, but we laughed this off.

"We then went and helped with several more lifeboats, bundling in the women and children. Meanwhile several gentlemen were standing calmly by and looking Several men crept into these few boats, as it came out, and they give fatuous explanations how they came to do so. They were forced in by zealous friends against their own wish, and so on.

The calm courage of the passengers was most inspiring. Many women re-Biornstrom and I took many of them, at their husbands' desire, and bodily chucked the lifeboats on the portside were launched, and while the crew were putting a big Berthon collapsible boat on the davits he and I went down to the ower deck and around to look for stray

We found three ladies close togethe on the starboard side by sheer bluff We shouted our way through the press Make way for ladies!' and then we oisted them up, one of us on each side. and giving them a final heave in thes had to go, head over heels. We then on the starboard side, where there was "We saw the first officer twice fire

pistol in the air ordering a crowd of the helped bundle the men out onto the deck and then we got a lot, about ten. Italian and other foreign women into that boat and when we saw it was being safely lowered we went away and made a final warch on the deck below.

turn red and not a soul was to be seen on the whole deck of 160 yards. The hick glass windows were all closed and Bjornstrom said to me: 'I think we may

We walked along through an oper door beyond the glass windows, where and through the captain's bridge. Just opposite us was the collapsible which we had seen being hooked onto the last davits on the port side. She was ig lowered into the sea and hung! ut nine feet away from us. I said: plancy of room in her bows!' Bjornstrom

replied 'Right you are!' We skipped on the gunwale, balance air. He landed fair and square into the loat. I landed on my chest and caught with my hands on the gunwale slipped off backward. I hauled myself up with my arms and got my right foot over the gunwale.

Bjornstrom said, 'All right, I've got By that time my left leg was in the sea so it was a near thing.

The water was pouring in through the door we had just walked through. rose so rapidly that if we had waited an ther minute we should have been pinned etween the deck and its roof. We first hauled in another man passenger who was in the sea, and then I climbed over a number of women and children and got out two oars. Bjornstrom took one, I took another, a steward got another and

another, a steward got another and another man took the fourth.

I handed him a rowlock so that he could steer and we began to pull like the deuce to get clear of the ship, which i knew now was doomed; but I was anxious to get away from the suction when the bog ships went under. I never pulled harder in my life. About thirty women and children were in the boat, with only three oars to pull. However, we got

mark on the ocean for a passing ship to see. This we did, and it gave us something to do.

"After a while orders were given to lighten the officer's boat, so that he could go to help some poor wretches on any upturned boat, which by now was faintly visible in the distance. We got seven more into our already pretty full boat, but we could stand them all right. Other boats got othe s. and the officer went away with his sail up and got in about twenty shivering men who had been balancing themselves for over three hours up to their ankles on an upturned collapsible boat. Think of it!

"Faint streaks of light began in the east by this time and I saw a breeze coming toward us, which was's serious matter in our heavily loaded condition. I advised throwing off the painter and keeping her head to the sea. This was done. The wind continued to freshen.

"Looking around, I saw about twenty icebergs that looked like the photographs of the Antarctic expedition. The whole horizon was snow—the edge of a fice, which turned out to be at least forty miles long and yet our lookout on the Titanic had seen nothing and we had been going full speed ahead all through the night.

"Then I saw a rocket and a little later the lights of a steamer coming our way. This cheered us mightily, as you may inagine. Very slowly she seemed to come on, picking her way through the ice. Eventually she slowed down and then stopped and we saw bouts about her sides and I understood that our first boatloads were being taken aboard.

"The officer in the sailboat bore down on us and seeing we were being rather on us and seeing we were being rather.

The officer in the sailboat bore down on us and seeing we were being rather on us and seeing we were being rather.

stopped and we saw boats about her sides and I understood that our first boatloads were being taken aboard.

"The officer in the sailboat bore down on us and seeing we were being rather roughly knocked about by the sea, gave us a tow, but started away from the steamer and we then saw he was making for another set of unfortunates, who were standing up, apparently in the water. They were a party of fourteen or so, among them one black haired woman and two corpses.

"The living having been taken aboard, we wore around and made for the ship, the breeze freshening all the while. It seemed a very long time, but eventually we came alongside the Carpathia on her way with a crowd of tourists on their way to Gibraltar. Getting under the lee side, we made fast and soon had the women hoisted up in a sling, and then we men clambered stiffly up the rope ladders.

"Stewards steered us to the dining-saloon, where hot brandy and water and biscuits awaited us. Seven hundred,

about, were saved out of. I believe, 2,500.

"Everything possible has been done on board to make us comfortable, and nothing could exceed the kindness the passengers on the Carpathia showed to the shivering people who came up out of the sea. I was given a sofa in the first officer's cabin. We had fogs nearly all the time since we were rescued and our speed was therefore moderate.

"This general description will serve

speed was therefore moderate.

"This general description will serve to show that the behavior of the American and English passengers and of the whole crew was admirable with very few exceptions.

TELLS OF JOHN B. THAYER'S END. said Good-by to His Wife and

rain bearing Mrs. John B. Thayer, her son John B. Thayer, Jr., and Mrs. Thayer's maid. Emily Geiger, arrived at Haverford at 12:30 this morning from New York. Dr. Robert Gamble of Hav-erford, the Thayer family physician, was the only other member of the party. He reported that Mrs. Thayer is recovering as well as could be expected from her prolonged exposure in the rescue boat. She floated about for more than four hours before being

picked up by the Carpathia. They were met at the Haverford sta tion by Henry Thayer, a son. Mrs. Thayer was heavily veiled. She and her son and the maid were bundled immediately into the automobile and

Mr. Thayer, who was second vice-president of the Pennsylvania Railroad Company, went to his death on the Titanic having said goodby to his family and stayed on the ship in order to make way for other women and children.

Mrs. Thayer was in one of the first boats that put off from the Titanic. Standing on the deck of the ship Mr. Thayer bade her an affectionate fare well and told her not to worry, that he would get into one of other boats after all the women and children had beer

taken off. His son, John B. Thayer, Jr., remained with him on the Titanic and together The youth had a most wonderful escape He leaped into the sea when it was seen that the boats were nearly all filled and the Titanic sinking. He had a life pre

the Titanic sinking. He had a life preserver about his body. As he floated about in the water the boy was seen by survivors in another boat, who hauled him out of the water and kept him safe until the Carpathia arrived.

The last Mrs. Thayer and the boy saw of Mr. Thayer was when he was standing on the deck of the ship. It was a calm, clear night. Mrs. Thayer did not know of the rescue of her son until she and he landed on the Carpathia. Then they searched in vain among the survivors on the boat for the husband and father. But in no part of the vessel could they find him. For some time they entertained the hope that Mr. Thayer had been picked up by some other vessel, and not until the Carpathia arrived in New York last night. The dance to have been given last night in and it became known that the Cunard liner alone had picked up survivors, did they give up hope.

a unched.

PUT OFF BECAUSE OF DISASTER.

Some More Disners and numbers of them persished as they threw threw themselves into the water and numbers of them persished as they threw themselves into the water and numbers of them persished as they threw themselves into the water and numbers of them persished as they threw themselves into the water and numbers of them persished as they threw themselves into the water and numbers of them persished as they threw themselves into the water and numbers of them persished as they threw themselves into the water and numbers of them persished as they threw themselves into the water and numbers of them persished as they threw themselves into the water and numbers of them persished as they threw themselves into the husband as they include a

STRUCK AND SANK

STRUCK AND SANK

STRUCK AND SANK

Hugh Woolner, an Englishman, Describes Scenes on the Doomed Ship.

THE STRAUSES REFUSED

They Stood Quietly Together on Deck While Boats Were Loading Around Them.

Hugh Woolner, once a Cambridge oarman, son of the late Thomas Woolner, R. A. the distinguished English sculptor, the Mills Boats Were Loading Around Them.

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The little group that eas around cheering up Miss Futrelle and her aunt included English

since early Monday morning, Mrs. Futrelle was remarkably composed. After a time she told of some of the happenings of last Sunday night and early Monday

"I was just going to bed when the crast came," began Mrs. Futrelle. "Mr. Futrelle was up in the smoking saloon with some friends. The force of the col lision threw me on my back and shook everything off the little bureau. The noise of the smash was deafening. "I had hardly got to my feet when Jack

came rushing in "'Get dressed at once; the boat is going

down,' cried Jack. "When we reached the deck we found everything in confusion. Women were shrilly shouting orders and above all was the :remendous vibrations of the deep bass foghorn of the Titanic

back and allow the women and children to get into the lifeboats first was mag nificent. A few cowards tried to scramble into the lifeboats, but they were quickly thrown back by the sailors

who were saved were those who sneaked into the lifeboats. Of course I am not ounting the men who were required to

"Jack, poor boy, was very brave when the time came for me to say good-by. "I did not want to leave him, but he ssured me that there were boats for all

and that he would be rescued later. "With a final kise he half lifted me into the lifeboat with the remark. Hurry up, May; you are keeping the others wait

"I was placed in one of the last lifeboat to leave the ship. Only three of us were first cabin passengers, the rest were all women from the steerage. We had when the Titanic disappeared beneath

the water. I almost thought I could see Jack waving to me as the ship went down. of discussion about the suction caused by the sinking of so big a ship. We did not feel anything of it. We could not have been many hundred feet away when the boat sank and we did not get

into any dangerous whirlpool "Though it was so cold I did not suffer physically for I had on a thick blanket robe and a fur lined coat.

"I saw only one man in the water. We passed a poor fellow who was clinging to a wooden chair. Somebody tried to grab him, but missed. I suppose the

man was drowned. "The little fleet of lifeboats kept pretty well together for four hours. Dawn was just breaking when the Carpathia arrived

f John Jacob Astor and his young bride. Mrs. Astor was frantic at the thought of being parted from her husband, who had to jump into the lifeboat four times and tell his wife he would be able to remain with her. After the fourth time he jumped back on the deck the lifeboat was

SAW HER FATHER JUMP OVER. TITANIC SURVIVORS

Miss Alice Phillips, a young steerage passenger, told of being put in a life-boat by her father and of seeing him jump from the deck of the Titanic after the explosion of the bollers had split Tell of Striking the Iceberg the ship in two.

"I was lying in bed, but had not gone to sleep," said Miss Phillips, "when I felt the ship jarred as if it had collided ONLY FEW WERE COWARDS with something. Then there was a crash and there were cries from all over the boat. I got up and ran on deck. I me a steward and asked him what was the matter. He said 'nothing' and told me to go back to my room. Just then I met my father on deck and he took me below. We started to dress ourselves, but in a few minutes we heard cries

"Then my father led me up to the boat deck where everybody seemed to be standing around waiting. The crew passed among the crowd, telling every tional one that there was no danger. We it our were furnished with life belts and my ment:

were furnished with life belts and my father helped me to tie mine on, after-ward putting on his own.

"When we were ordered to the boats my father led me to one of the first that

was dead and lay on the bottom of the raft. Shortly after that we were picked up by the Carpathia."

Miss Phillips and her father are

WHAT HAPPENED TO TITANIC EXPLAINED

An Expert's Opinion of How She Struck and How the Damage Was Done.

According to the first reports from the survivors of the Titanic, said Mr. H. H. Brown, editor of the International Marine Engineering, the vesse while going at a speed of over twenty one knots was struck on the starboard quarter forward of the boiler space by the submerged part of an iceberg. As the iceberg had been sighted from the crow's nest just before the collision occurred the vessel's course was changed and instead of crushing the bow of the ship the impact of the collision was distributed along the side of the hull. tearing apart the bilge strakes of plating, opening the seams, loosening the bulkheads and gradually admitting water to the forward and midship holds of the ship.

The ship is 882 feet 9 inches long over all, with a beam of 921/2 feet displacement of 60,000 tons, the load draught being 34.6 feet. The hull is divided by fifteen water tight bulkheads fourteen compartments. midship compartments contain the propelling machinery and are the largest compartments in the vessel. The boiler rooms, of which there are six, are all fifty-seven feet long except the after one nearest the engine room, which is fifty feet long.

which is the largest comp developing 15,000 horse-power driving the wing shafts. The after en-"The behavior of the men-or most gine room is fifty-seven feet long, con-of them-when they were told to stand taining a 16,000 horse-power turbine, which utilizes the exhaust steam from the high pressure reciprocating engines to drive the centre shaft.

ples over half the length of the ship amidships) are each only fifty feet long and are used for cargo purposes. Thus, apparently beside the forward holds, me of the larger compartments amidships were punctured as the ship struck the iceberg and swerved off her

the collision, the ship probably scraped along the iceberg, tearing open some of the shell plates above the margin plate where the double bottom is connected to the shell plating, admitting water into some of the forward cargo holds and into the machinery space, causing the vessel to list to the star board and gradually settle until her reserve buoyance was overcome and the "hogging" stresses on the structure amidships increased to a point members was exceeded and the ship broke apart amidships, each half sinking end foremost.

MANY STOKERS JUMPED.

cearly Naked, They Died Imme

The officials of the Cunard Line said there was no truth about the story that a lot of coffins were ordered yesterday. Tracing this down, they found that somebody called up an undertaker and asked him how many coffins he could furnish in a hurry and he replied 250. This was the sole basis for the

The official figures given out early this morning as to the number of rescued persons on board the Carpathia are: First cabin, 202; second cabin, 115; steerage, 178. Two hundred and tencrew. The large number of the crew rayed is due to the feet that a many. saved is due to the fact that so many of them were picked up in the water. There were few in the boats. Passengers said that many stokers who rushed up on deck were almost naked as they threw themselves into the water and numbers of them per-

DRAW UP STATEMENT Silversmiths

and the Rescue by the Carpathia.

NIGHT CLEAR: NO ALARM

Warning From the Crow's Nest Too Late to Stop Sidewiping.

A committee of passengers from the Titanic prepared this narrative: "We, the undersigned passengers from the Titanic, in order to forestall any sensational or exaggerated statements deem it our duty to give to the press this state-

"On Sunday, April 14, at about 11:40 P. M., on a cold starlight night in a smooth sea with no moon, the ship struck an icewhen we were ordered to the works my father led me to one of the first that put of and helped me to get in. I begged him to come with me, but he kissed me good-by and turned away. Then the boat was lowered and we rowed away. From my position in the lifeboat I could see my father standing on the deck waiting.

"We had only got about a hundred yards from the boat when there was an explosion and I distinctly saw my father jump into the water. That was the last I saw of him.

"Our boat rowed around for several hours. About 8:30 in the morning we came across a life ruft on which were seventeen persons. One of them, a man, was dead and lay on the bottom of the seventeen persons. One of them, a man, was dead and lay on the bottom of the bridge by the lookouts, but not early IMPERATIVE DEMAND enough to avoid collision. Steps were at about 4 A. M. on Monday

"The officers and crew of the Carpathia had been preparing all night for the rescue and comfort of the survivors and they were received on board with the most touching care and kindness, every attention being given to all, irrespective

"The passengers, officers and crew gave up their staterooms, clothing and com-forts for our benefit. All honor to them. "The English Board of Trade passen gers' certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for lifeboat accommodation for approximately 950 in the following boats: Foureen large lifeboats, two smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.

"The approximate number of pasengers carried at the time of the collision was: First class, 330; second, 320; third, Total, 1,400. Officers and crew, 940. Total, 2,340. Rescued by Carpathia, 210 first, 125 second class; 4 officers, 39 seamen, 96 stewards, 71 firemen. Total crew, 210. Total saved, 745. The total saved was 80 per cent. of the maximum capacity of the lifeboats.

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for the modern passenger steamships and recommend that im-mediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection: The insufficiency of lifeboats, rafts, &c.; lack of trained seamen to man same (stokers, stewards, &c., are not efficient boat handlers); not enough officers to carry out emergency orders on the bridge and superintend the launching and control of

"The Board of Trade allows for entirely too many people in each boat to permit the same to be properly handled. On There are two engine rooms abaft the Titanic the boat deck was about the boiler rooms. The forward one, 75 feet from the water and consequently tains two sets of reciprocating engines dangering the operation and preventing the taking on of the maximum number the boats would hold. Boats at all times should be properly equipped with pro visions, water, lamps, compasses, lights, &c. Life saving boat drills should be more frequent and thoroughly carried out and officers should be armed at both The compartments forward and aft drills. There should be greater reducof the machinery space (which occu- tion of speed in fog and ice, as damage

> "In conclusion we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea and we urge the United States Government to take the initiative as soon as

PIER PASSES TO FAKERS.

Twenty-seven Carlosity Seekers Used Name of the Wicks.

One of the most pathetic scenes or he dock was the reunion of the mem-Ohio, with their relatives on the Carpathia. In the party was the fourteenyear-old son of Col. George H. Wick, who had been brought down from his school to be with his aunt and uncle all of Tuesday. The lad supposed that both his father and mother were lost, but yesterday news came through from the Carpathia that the mother was on board and when the two met on the dock last night tears were plentiful not only among the stricken people but in the yes of the bystanders

The attention of the Wick family wa called to a ghastly feature of the scramtives to the pier. When the Wick party on shore, numbering seven, went to the Surveyor's office they were told that twenty-seven dock passes already had been issued in that name, manifestly to curiosity seekers, since the Wicks knew of no other relatives or close friends

BESIEGE SULTAN AT FEZ.

Special Cable Despatch to The Sov.

TANGIER, Morocco, April 18.—The native revolt at Fee is spreading. Three

Other reports received here state exception of the French wireless men. It is reported the Sultan is besieged

ciosing quotations, including the "bid and asked prices, with additional news matter, are contained also in the night and final editions of THE EVENING

in his palace. Late news from Fez

CRICHTON BROS.__

of London

Old English Silver At London Prices

A WEDDING PRESENT may be selected which will possess the charm of age and fulfill the needs of to-day.

636 Fifth Avenue Corner 51st St.

I ONDON: 22 OLD BOND STREET

FOR MORE LIFEBOATS

Secretary Nagel Joins With the English Authorities Asking Quick Action.

CONFUSION NOW . EXISTS

Would Have Cost Only Small Sum to Equip the Titanic Thoroughly.

Local demands for adequate provision for lifebo ts on all ocean liners touching American ports merged yesterday in an international call for worldwide regula-tion. Secretary of Commerce and Labor Charles Nagel, in this city yesterday. Charles Nagel, in this city yesterday, declared for the international proposition, while cable despatches quoted Sidney Charles Buxton, Postmaster-General of Great Britain, in favor of it. The heads of the great steamship lines in New York were practically unanimous in saying that there should be uniformity and that there should be uniformity and that the Hague tribunal was the only proper place for action, barring a maritime convention of the great Powers.

Secretary Nagel said that the Titanic disaster has furnished a lesson which the world must now heed.

Mrs. Simon Baruch, who had visited sixty-seven places in Manhattan, reported that with one or two exceptions she had found no complaint of the milk delivered. Mr. Taylor said the investigations will be extended into other boroughs and that the women may use original methods for finding out what they women to know. He thought Brooklyn needed particular attention. There are fifty-three women's organizations represented on the committee.

Loose milk was one of the problems discussed. A can and faucet for dealers vas demonstrated and indorsed. The essent ils of this milkean are as follows:

1. Sealing from time of filling and shipment to the return of the can to the deale.

2. An automatic glaude with one or two exceptions she had found no complaint of the milk delivered. Mr. Taylor said the investigations will be extended into the provide women may use original methods for finding out what they women may use original methods for finding out what they women and function. There are fifty-three women's organizations represented on the committee.

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Loose milk was one of the problems discussed in the p

disaster has furnished a lesson which the world must now heed.

"The lifeboat has become of practical value since the advent of the wireless telegraph," said Mr. Nagel; "the fact has been demonstrated by this terrible disaster to the Titanic. The appeals went after to the Titanic. The appeals went agreement to the transfer to the transfer to the misk from the store to the home. forth and aid arrived in plenty of time for all on lifeboats to be rescued. Boats of all on lifeboats to be rescued. Boats of that description naturally are good only for a limited period."

WIRELESS STATIONS for a limited period." The Secretary said that every country

now has its own regulations on the life-

boat subject. The laws of the United States would require twice as many lifeboats or other lifesaving apparatus as the British ships of similar construction. France would have less than the United States and Germany about the same. The despatches quote Postmaster-General Buxton as saying that the actual number of lifeboats carried on the Titanic's davits was sixteen, with a capacity of 990 persons, and other boats were

2.208. Under the Board of Trade regula-Charles von Helmolt of the North German Lloyd was outspoken yesterday in favor of action by the Hague Tribunal million dollars is wanted to complete ference. "It is a matter which demands joint action by the nations," said he. Take our company, for instance. come under German regulations; they French law prevails; they go to Southampton, where England gets a voice, and finally land in New York, which gives the United States a hand in the matter. There can be no uniformity under this system and therefore the great transatlantic companies endeavor to comply

settle all of this and insure the greatest margin of safety. A Congressional investigation already and the Mayors of thirty-six New York cities asking Congress by telegraph to pass bills which will insure adequate lifeboat equipment showed but vaguely the overwhelming public sentiment. The towers arranged in the form of an isosdemand for equipment is imperative and all inspection departments of the Government were at work yesterday see- five feet higher then the tip of the Washing that those vessels which come under ington Monument. At the base are two their jurisdiction do not leave port without equipment sufficient to carry every person away from the ship in an tower to the two others. One hundred

with all regulations. An internationa

emergency. Representative Sulzer of New York his remarks on the subject:

and inquiring," said he, "but that is only throwing dust in the eyes of the people They investigated the Slocum disaster What we want is a law which shall make steamship companies criminally liable line of the Virginia hills opposite the for neglect to furnish proper life saving capital equipment. Make it a felony which will The

would have cost approximately \$13,000 to have rescued every person there are already small wirelessone aboard the Titanic if she did not sink before the work of transferring was stant use with the development of wirecompleted. Lifeboats of the modern less telegraphy by the navy. type, made of metal and not capsizable cost \$425 each. Their carrying capacity is fifty, which makes the cost per passen ger \$8.50. Taking the number saved

PARIS TAXICAB STRIKE ENDS. Chauffeurs Surrender After Fight of

strike, which has lasted for 130 days, lar communication with the bi . at allow has come to an end.

relled With Comrade Over Woman, Special Cable Despatch to THE S.R.

OFFICER KILLED IN A DUEL

German Minister's Nephew Quar-

BERLIN, April 18 .- Lieut. von Heeringen, a nephew of the Prussian War Minister, Gen. von Heeringen, was killed to-day in a duel with pistols at Halberstadt, Prussian Saxony, with Lieut, von Puttkammer of the same regiment as himself.

The two officers had quarrelled over a

WOMEN DISCUSS PURE MILK And Examine and Indorse a New Kind of Milk Can.

There was a meeting of the Woman's Organization of the New York Milk Com-mittee, of which Mrs. A. M. Palmer is president at the Hotel Astor vesterday afternoon for the purpose of hearing reports and organ-izing work for the summer. Paul Tayle secretary of the milk committee, was prese t and urged the women investigators to s e that all dealers properly displayed the r

Mrs. Simon Baruch, who had visited sixty-

PLANNED BY NAVY

Range of the Chain to Embrace Two Oceans and a

Continent

The United States Navy Department is now planning the construction of a chain capable of carrying 188 more, making the of wireless stations, says the Scientific total number of 1,178. In addition there American, more extensive than any simiwere forty-eight lifebuoys and 3.560 life- lar system in existence or contemplated

belts. The actual number of human by any other nation. tions the Titanic had half as many boats Naval vessels, whether near the African again as the British law requires. direct control from Washington by aerial communication. An appropriation of a

the project already begun. erection at Arlington, Va., across the Potomac from Washington. The o har ships sail from Bremen and therefore stations will be built at the Panama (ana! Zone; San Francisco, Cal.; Pearl Harbor touch at Cher bourg and therefore the Hawaii; Tutuila Island, in the Samous

Guam and Luzon. Philippine Islands Each of these stations is to have a sending radius of at least 3,000 miles Rear Admiral Hutch I. Cone, chief of the bureau of steam engineering, expects the sending radius will prove to be considerably more, but he insists on con servatism in making predictions. At even the minimum estimate of Admiral Cone. however, each station will be able to exchange messages with the next acloining station, thus completing the hain

station will be followed in the construction of the others. The Arlington station. now building, consists of three stee celes triangle. At the apex of the tritowers, each 450 feet in height. The antennæ are to be strung from the tallest kilowatt wireless sets will be in tall c

The height of the towers promises to make these naval wireless stations strik-"It is all right about investigating ing and distinctive features of the landscape at each point where one is e ected Already the towers of the station at Arlington are visible from the streets of Washington, rising far above the out-

The points selected as sites for these mean fail and you will have gone along giant stations are already centres of naval operations of the fleet. At most of them in operation which have come in con-

The station at Washington was deald a upon first. As the seat of naval authority from which the movements of a . pava vessels are directed, it is the logical pie c that the mutineers have looted the French bank and the French hotel.

The French troops who were on the outskirts of the city were hurried to Fez. and they occupied the consulate quarter, where the foreigners are reported safe. None was killed with the exception of the French wireless men.

department building itself. The range of the Arlington station will cover practically the entire North Atlantic Ocean, the principal scene of oper ations of the battleship fleet. The nava Paris, April 18.—The Paris taxicab within the range of this station. The chauffeurs surrendered to the to be erected at Panama will be an with